

The identical invention must be shown in as complete detail as contained in the claim and the elements must be arranged as required by the claim. Moreover, in considering patentability, all words of a claim must be considered. It is respectfully submitted that the standard for anticipation is not met by Yamamoto et al. with respect to claim 1 as amended. In particular, as best understood, Yamamoto et al. does not appear to disclose an air bag including first and second expansion restraining elements which are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing. Accordingly, withdrawal of the pending anticipation rejection to claims 1 and 2 is requested at this time.

OBVIOUSNESS:

Claims 3-4 and 7-11 stand rejected under 35 U.S.C. 103(a) as being obvious over Yamamoto et al. in view of U.S. Patent 6,129,377 to Okumura et al.. Claims 5 and 6 stand rejected under 35 U.S.C. 103(a) as being obvious over Yamaji et al. in view of U.S. Patent 5,618,595 to Matsushima et al.. All such rejections are respectfully traversed and reconsideration is requested at this time.

As regards claims 3-10, each of these claims depends from claim 1. It is axiomatic that in order to support an obviousness rejection the prior art must teach or suggest all limitations of the claims. As pointed out above, the art does not appear to teach or suggest all features of the base independent claim. Accordingly, reconsideration and withdrawal of all rejections directed to claims 3-10 is requested at this time.

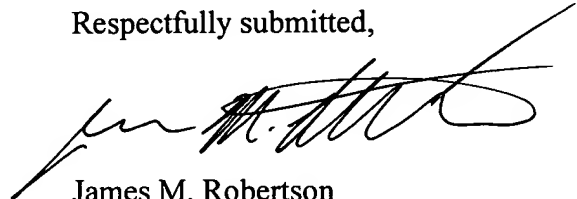
As regards claim 11, Applicant notes that the claim has been amended to recite that the expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing. As best understood, such a construction would actually render the primary reference to Yamamoto et al. nonoperative since expansion of the rear chamber in Yamamoto et al. is dependent upon breakage of the tear seam (57). Thus, the combination of references relied upon does not appear to establish the requisite *prima facie* case of obviousness with respect to the claim as written.

CONCLUSION:

For the reasons set forth above, it is respectfully submitted that all claims stand in condition for allowance. Prompt allowance and passage to issue is thus requested. While Applicants have attempted to address all outstanding issues, in the event that any issue remains unresolved, the Examiner is encouraged to contact the undersigned attorney in the hope that such issue may be resolved in an expedient and satisfactory manner.

To any extent as may be necessary, a petition for extension of time is hereby made. Authorization is hereby provided to deduct any fee necessary for the acceptance of this paper from Deposit Account 50-0831.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'James M. Robertson', is written over a horizontal line.

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

November 22, 2002

Commissioner for Patents
Washington, DC 20231

RE: Application: 09/805,586
Group Art Unit: 3636
Examiner: Edell

Docket No.: DP-301891

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GROUP 3600

1. Transmitted herewith is **Amendment "B"** for the above-referenced application.

	Number	Less Number Paid For	Equals	x Rate	TOTALS
Total Claims After Amendment	20	20	0	18.00	\$ 0.00
Independent Claims	3	3	0	84.00	\$ 0.00
TOTAL FEE	*****	*****	*****	*****	\$ 0.00

2. Authorization is hereby provided to deduct any required fee from the deposit account No. 50-0831.

Respectfully submitted,

James M. Robertson
Registration Number 36,905

Certificate of Mailing by First Class Mail (37 CFR 1.8)

I hereby certify that this **Amendment "B"** is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents Washington, D.C. 20231 on November 22, 2002.

James M. Robertson

DP-301891

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of: John Anthony Lotspih
Serial Number: 09/805,586
Filed: 03/13/2001
For: Tunable Control Side Air Bag Cushion

Group Art Unit: 3636
Examiner: Edell, Joseph F.

Claim Mark-Up Sheets

1. (Twice Amended) An air bag assembly in a vehicle for side impact protection of a vehicle occupant, the air bag assembly comprising:
an inflator for discharging a gaseous inflation medium; and
an air bag cushion including a first inflatable portion proximal to the inflator for cushioning the torso of the vehicle occupant, a second inflatable portion distal from the inflator for cushioning the head of the vehicle occupant, a first expansion restraining element extending partially but not completely across the width of the air bag cushion in substantially nonparallel relation to a flow path of said gaseous inflation medium between the first and second inflatable portions, and at least a second expansion restraining element extending partially but not completely across the width of the air bag cushion in opposing staggered relation to the first expansion restraining element in substantially nonparallel relation to said flow path of said gaseous inflation medium, wherein the expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without

failing such that the expansion restraining elements restrict expansion of the air bag cushion in the region between the first and second inflatable portions.

11. (Twice Amended) An air bag assembly in a vehicle for side protection of a vehicle occupant, the air bag assembly comprising:

an inflator for discharging inflation gas; and

a gas inflatable air bag cushion for deployment adjacent the vehicle occupant wherein the air bag cushion comprises an upper boundary, opposing lateral sides extending away from the upper boundary, and a mouth opening for receipt of the inflation gas, the air bag cushion being formed by folding a single blank of material along a predetermined fold line to form a folded structure of two layers, applying connective perimeter seams around the perimeter of the folded structure, and applying a plurality of expansion restraining elements between the layers of the folded structure wherein said expansion restraining elements extend partially but not completely across the width of the airbag cushion into the interior of the air bag cushion in offset staggered relation from said opposing lateral sides and wherein said expansion restraining elements are adapted to remain operative so as to provide expansion restraint upon full inflation of the air bag cushion without failing.